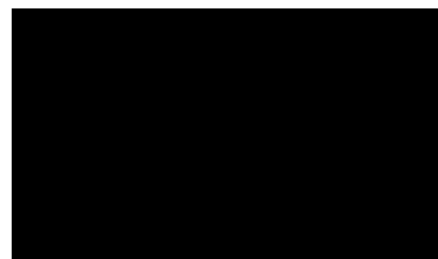




6 New Bridge Street
London EC4V 6AB



**PROPOSED CHANGE OF USE FROM CLASS
A1 (RETAIL) TO CLASS A5 (HOT FOOD
TAKEAWAY) - PLANNING STATEMENT**

**5 ARUNDEL ROAD, LITTLEHAMPTON,
BN17 7BY**

Date: May 2019

Ref: 13538

Disclaimer

This report has been produced by DWD, the trading name of Dalton Warner Davis LLP, a Limited Liability Partnership. Registered in England No. OC304838. Registered Office: 6 New Bridge Street, London, EC4V 6AB. The report is intended for the sole and exclusive use of the instructing client or party. The report shall not be distributed or made available to any third party or published, reproduced or referred to in any way without the prior knowledge and written consent of DWD. The report does not constitute advice to any third party and should not be relied upon as such. DWD accepts no liability or responsibility for any loss or damage to any third party arising from that party having relied upon the contents of the report in whole or in part.

May 2019
Ref: 13538

CONTENTS

1.0 INTRODUCTION	1
2.0 SITE LOCATION, DESCRIPTION AND HISTORY	3
Site Location and Description	3
Planning History	4
3.0 PROPOSED DEVELOPMENT AND KEY PLANNING CONSIDERATIONS	5
The Need for the Proposed Change of Use	5
Principle of Development	6
Town Centre Vitality and Viability	6
Parking, Access and Accessibility	7
4.0 PLANNING POLICY CONSIDERATIONS	8
Achieving Sustainable Development	8
Ensuring the Vitality of Town Centres	9
Promoting Healthy and Safe Communities.....	12
Promoting Sustainable Transport	13
5.0 CONCLUSION	15

TABLES

Table 1.1 – Application Drawings.....	2
Table 2.1 – Planning History	4
Table 3.1 – Delivery Distribution.....	6

APPENDICES

APPENDIX 1: PROPOSED EXTRACTION SYSTEM AND PLANT DETAILS

APPENDIX 2: LITTLEHAMPTON TOWN CENTRE HEALTH CHECK

Revision	Description	Originated	Checked	Reviewed	Authorised	Date
Draft	Planning Statement	AOL	SP	SP	SP	08/05/2019
Draft v2	Revised following scheme update	AOL	SP	SP	SP	17/05/2019
DWD Job Number: 13538						

1.0 INTRODUCTION

- 1.1 This Planning Statement has been prepared by Dalton Warner Davis LLP ('DWD') on behalf of Store Property Investments Ltd ('the applicant'), in support of an application for planning permission to change the use of the unit at No. 5 Arundel Road, Littlehampton ('the Site').
- 1.2 The application relates to the proposed change of use of the existing unit from Class A1 (retail) use to Class A5 (hot food takeaway) use, together with alterations to the building elevations and roof associated with plant installation to serve the proposed Class A5 use.
- 1.3 The proposed change of use is in response to expressions of interest from potential occupiers, and would allow the Applicant to better ensure the continued active use of the town centre unit.
- 1.4 The full description of the planning application is:
- "Change of use from Class A1 (retail) to Class A5 (hot food takeaway) use, shopfront amendments, installation of extract outlets on north and west elevations, installation of condenser unit on west elevation and installation of roof-mounted extract flue and fresh air intake pipe".*
- 1.5 This Planning Statement outlines the need for changing the use of the unit and indicates how the proposals would help secure the continued occupation of the unit, provide additional variety within the Town Centre, and assist in ensuring its continued vitality and viability. The Statement demonstrates that the change of use of the Site represents an appropriate scheme in light of sustainable development and associated retail considerations.
- 1.6 The proposals are consistent with National Planning Policy and Development Plan policies that support sustainable development and, in particular, the protection and enhancement of the vitality and viability of town centres.
- 1.7 The application is supported by a Town Centre Health Check (attached at Appendix 1 to this report), prepared by DWD, that should be read in conjunction with this Planning Statement.
- 1.8 In addition, the following detailed architectural drawings have been prepared by Studio Lack Architecture, and are submitted with the application to illustrate the proposed scheme:

Table 1.1 – Application Drawings

DRAWING NO.	DRAWING TITLE
1915-02 Rev C	Location Plan
1915-03 Rev C	Block/ Site Plan
1915-04 Rev A	Existing Floor Plan
1915-05 Rev A	Existing Elevations
1915-06 Rev B	Proposed Floor Plan
1915-07 Rev B	Proposed Elevations
1915-08 Rev B	Change of Use Floor Plans
1915-09	Existing Roof Plan
1915-10	Proposed Roof Plan

1.9 The remainder of this Statement is set out as follows:

- Section 2.0 describes the site and surrounding area and summarises the relevant planning history;
- Section 3.0 sets out the proposals for the site that are the subject of this planning application;
- Section 4.0 assesses the proposed development against relevant national and local planning policies and other material considerations; and,
- Section 5.0 provides our overall conclusions on the planning merits of the proposals.

2.0 SITE LOCATION, DESCRIPTION AND HISTORY

Site Location and Description

- 2.1 The application site comprises No. 5 Arundel Road, Littlehampton, a single storey unit within a small parade (comprising 3 units) at the western end of Littlehampton Town Centre, covering an area of approximately 847sqm. The unit has a gross internal area of 102.9sqm and incorporates a sales floor area with a back-office area, staff kitchen and WC facility.
- 2.2 The shopfront is predominantly glazed with a single door on the left hand side of the unit, adjacent to a window display area. There is a retractable canopy above the existing shopfront.
- 2.3 The building is not listed, and the Site is not within a designated conservation area. It is within Flood Zone 1 and is, therefore, in an area with a low probability of flooding. The Site is located within an Economic Growth Area and a Secondary Retail Frontage of Littlehampton Town Centre.
- 2.4 In terms of accessibility to local residents, the majority of Littlehampton's built up area falls within 2km of the Site, which has long been accepted as a reasonable walking distance to access shops and services.
- 2.5 The site was previously occupied by C&M Trophies, a retail unit for trophies and medals that also provided an engraving service. The unit is served by a loading and bin storage area to the west of the Site, accessed from Albert Road.
- 2.6 A private car parking area to the north of the site, containing 10 spaces, is reserved for customers of the 3 units within the parade.
- 2.7 The Site is located on Local Cycle Network Route 60, which links to National Cycle Network Route 2 (South Coast Cycle Route). Cycle parking is available at Littlehampton train station, which is a 160m walk from the Site.
- 2.8 The Site fronts Arundel Road, which joins the High Street approximately 40m to the south. It is bound by residential and retail uses to the north and south, and Arundel Road to the east (with Littlehampton United Church on the opposite side of the road). Further to the south is the High Street, which contains a mix of retail uses, with residential accommodation at first floor level. The 'Health Check' at Appendix 1 provides details on the range of town centre uses accommodated in Littlehampton Town Centre.
- 2.9 A bus stop immediately outside the unit on Arundel Road provides links to Rustington. A bus stop to the south west of the Site (160m walk), on Terminus Road, provides links to Westergate, Bognor Regis and Chichester. The Site is also a 160m walk from Littlehampton train station, which

lies to the south west, and provides links to London Victoria, Portsmouth and Southsea, Bognor Regis, and Brighton.

Planning History

2.10 The Site's planning history is summarised in Table 2.1.

2.11 In summary, the shopping parade in which the Site is located appears to date from the 1960s. In 1984, permission was granted to subdivide the former Co-op store into 3 separate units. There appears to be no relevant planning history for the site after 1984.

Table 2.1 – Planning History

APPLICATION REFERENCE	DESCRIPTION	DECISION	DECISION DATE
LU/13/67	Vehicular access & car park	Approved	30/03/1967
LU/161/68	Extension to grocery and butchery shops	Approved	08/07/1968
LU/314/68	Extension to grocery and butchery shops	Temp Permission	15/11/1968
LU/19/69	Vehicular access and car park	Approved	20/02/1969
LU/249/78	Renewal of temporary PP for vehicular access & car park	Approved	12/07/1978
LU/250/78	Renewal of temporary PP for application for extension	Approved	12/07/1978
LU/433/79	Renewal of temporary permission for extension to grocery and butchers shops	Approved	10/10/1979
LU/434/79	Renewal of temporary permission for vehicular access and car park	Approved	10/10/1979
LU/307/84	Former Co-Op Store, 3-5 Arundel Road: Sub division of existing store into 3 self-contained shops with ancillary car park & use	Approved	11/07/1984

3.0 PROPOSED DEVELOPMENT AND KEY PLANNING CONSIDERATIONS

The Need for the Proposed Change of Use

- 3.1 The Site has been vacant since November 2018, with no expressions of interest being received from Class A1 retail occupiers. However, expressions of interest have been received from Class A5 operators. Accordingly, planning permission is sought to change the use of the premises from Class A1 (retail) to Class A5 (hot food takeaway).
- 3.2 To accommodate the operational requirements of the proposed occupier, it is proposed to change the existing shopfront to a powder coated aluminium frame around the window and door. The door would be relocated to the right hand side of the shopfront, and the existing canopy would be removed.
- 3.3 An application for advertisement consent for the proposed signage will follow under separate cover.
- 3.4 It is proposed to install a wall-mounted condenser unit on the western elevation, and extract outlets on the northern and western elevation. An extract flue and a fresh air intake pipe are proposed to be installed on the roof. Details of the plant to be installed are provided at Appendix 1.
- 3.5 Waste storage facilities would be placed in the existing servicing area to the west of the unit and would comprise 2 no. 1,100 litre bins - 1 for general waste, and 1 for recycling. Both waste and recycling are collected on a weekly basis.
- 3.6 No changes to the existing access arrangements to the servicing and loading area to the west of the site are required as part of the proposed development. Similarly, no amendments to the existing shared parking area to the north of the site are proposed.
- 3.7 In light of the Site's position within the Town Centre and the nature of the surrounding area, operational restrictions are not considered to be required. Nevertheless, operating hours for the proposed Class A5 use are expected to be 11:00 to 23:30 on Mondays to Sundays.
- 3.8 The proposed distribution of trips from the Site to deliver takeaway orders are likely to be as follows (based on existing operations elsewhere):

Table 3.1 – Delivery Distribution

WEEK DAY	MORNING (11AM-12PM)	LUNCH (12PM-1PM)	AFTERNOON (1PM-6PM)	PEAK (6PM-9PM)	POST 9PM
Monday	0	0	5	10	0
Tuesday	0	0	4	8	1
Wednesday	0	0	3	11	2
Thursday	0	0	4	6	3
Friday	0	0	12	37	6
Saturday	0	1	14	40	4
Sunday	0	1	14	16	5

Principle of Development

- 3.9 The Site is located within a secondary shopping frontage within the designated Town Centre and is also within an Economic Growth Area.
- 3.10 These designated areas are considered suitable in planning policy terms for hot food takeaway premises (Use Class A5), as evidenced by the inclusion of food related uses within the National Planning Policy Framework (NPPF) definition of main town centre uses. In addition, the proposals are supported by local planning policy, as detailed in Section 4 below.

Town Centre Vitality and Viability

- 3.11 As required by Arun District Council's Local Validation Requirements List (2017), an assessment of the proposal in terms of potential impact on the retail function of the Town Centre has been undertaken, and the associated 'Health Check' report (attached at Appendix 2) is submitted in support of the current planning application.
- 3.12 The report concludes that, while the Town Centre contains a range of retailers and services, there is a need to enhance the variety of outlets in order to improve footfall at the peripheries. There is also a need to address vacancies within the Town Centre to ensure its continued vitality and viability. The Council has recently granted consent for proposals to introduce more variety into Littlehampton, indicating its support for diversifying Littlehampton's retail offer.
- 3.13 As detailed in Section 4, national planning policy requires local authorities to allow town centres to grow and diversify in a way that can respond to rapid changes in the retail and leisure industries, allowing a suitable mix of uses that reflects their distinctive characters.
- 3.14 Local policy also supports development proposals that would enhance the vitality of designated town centres by diversifying customer choice, aiding economic resilience, improving the range of facilities and enhancing competitiveness.

- 3.15 The Government's advice to local authorities on setting a vision for the future of their town centres is to consider what the most appropriate mix of use would be to enhance overall vitality and viability (Planning Practice Guidance: Ensuring the Vitality of Town Centres paragraph 003 Reference ID: 2b-003-20140306).
- 3.16 This is supported by a number of publications, including "Re-imagining Urban Spaces to Help Revitalise Our High Streets" (2012), which states that *"high streets and town centres that are fit for the 21st century need to offer a different mix of retail, services and facilities, a different style of interaction and a variety of experiences that are about more than shopping."* Similarly, the "High Street Report" (2018) advises that *"the town centre of the future should attract local people to take part in a variety of activities."*
- 3.17 Respondents to the High Street Survey (undertaken by the High Streets Expert Panel in 2018) cited *"a good variety of shop as the most important feature of their high street"*. The resultant report also states that *"people believed reducing the number of empty shops, better parking and a better mix of shops would improve their high streets."*
- 3.18 Arun District Council's own vision for Littlehampton Town Centre is to increase its vitality and viability as a place to visit, shop and do business¹.
- 3.19 In accordance with prevailing planning policy at all levels, as well as Government advice, the proposed development would make an important contribution to providing variety, reducing vacancies, increasing footfall at the town periphery, and ensuring that Littlehampton is a diverse, resilient and successful town centre.

Parking, Access and Accessibility

- 3.20 The Site benefits from dedicated car parking provision for 10 cars that is shared with the neighbouring two units. In addition, the Site is accessible by public transport via bus stops on Arundel Road and Terminus Road, and Littlehampton train station.
- 3.21 The site also benefits from existing access arrangements to its loading, servicing and bin storage area from Albert Road. No amendments to these arrangements are proposed.

¹ Littlehampton Regeneration (<https://www.arun.gov.uk/regeneration-in-littlehampton>)

4.0 PLANNING POLICY CONSIDERATIONS

- 4.1 This section sets out the national and local planning policies relevant to the proposals that seek to achieve sustainable development, ensure the vitality of town centres, and promote safe and sustainable transport.
- 4.2 Section 38(6) of the Planning and Compulsory Purchase Act 2004 states that, if regard is to be had to the development plan for the purpose of determining planning applications, then determination must be made in accordance with the development plan, unless material considerations indicate otherwise.
- 4.3 The statutory development plan for the area for the purposes of this planning application comprises the Arun Local Plan (July 2018). Material considerations of relevance to the application include the updated National Planning Policy Framework (NPPF) published in February 2019.

Achieving Sustainable Development

National Planning Policy Framework

- 4.4 The NPPF sets out the Government's planning policies for England and how they should be applied. It specifies that the purpose of the planning system is to contribute to the achievement of sustainable development through 3 overarching objectives, which should be delivered through the preparation and implementation of plans and the application of the NPPF policies:
- An economic objective – to ensure a strong, responsive and competitive economy by ensuring that sufficient land of the right type is available in the right places to support growth, innovation and improved productivity;
 - A social objective – to support strong, vibrant and healthy communities by enabling services that reflect the community's needs; and
 - An environmental objective – making effective use of land and contributing to protecting and enhancing the natural, built and historic environment (paragraph 8).
- 4.5 At the heart of the NPPF is a presumption in favour of sustainable development, which should be applied by approving development proposals that accord with an up-to-date development plan without delay (paragraph 11c).
- 4.6 Where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, permission should be granted unless there is a clear reason for refusing the proposal (based on NPPF policies that protect areas or assets of

particular importance), or any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the NPPF taken as a whole (paragraph 11d).

Arun Local Plan

- 4.7 Policy SD SP1 states that the Council will take a positive approach to considering development proposals that reflect the presumption in favour of sustainable development contained in the NPPF. It will work proactively with applicants to jointly find solutions which mean that proposals can be approved wherever possible and to secure development that will contribute to the social, economic and environmental conditions of the District.

Policy Compliance

- 4.8 National and local policy makes a clear link between economic development in town centres and the achievement of sustainable development. The application Site is located within Littlehampton Town Centre, where a range of town centre uses are considered to be suitable. The proposed change of the use of the unit would allow for the existing vacant unit to be brought back into active use. Additionally, the Site benefits from an accessible location where sustainable development can be delivered.
- 4.9 Sustainable development is achieved through the collaboration of a number of key requirements. As such, compliance with the above over-arching policies requiring sustainable development is set out below.

Ensuring the Vitality of Town Centres

National Planning Policy Framework

- 4.10 Paragraph 85 of the NPPF advises that planning policies should support the role that town centres play at the heart of local communities, by taking a positive approach to their growth management and adaptation. Local authorities should:
- Promote the long-term vitality and viability of their defined town centres by allowing them to grow and diversify in a way that can respond to rapid changes in the retail and leisure industries, allows a suitable mix of uses and reflects their distinctive characters; and,
 - Allocation a range of suitable sites in town centres to meet the scale and type of development likely to be needed.

Arun Local Plan

- 4.11 Policies Map 4 (Littlehampton and Surrounding Area) confirms that the site is located within the Littlehampton Economic Growth Area and Littlehampton Town Centre, where it is part of a Secondary Retail Frontage.
- 4.12 Policy RET SP1 identifies Littlehampton as a Town Centre that would be the main focus for major retail, leisure, commercial, office, tourism, cultural, community and residential development. Developments aimed at the sustainable economic growth and social wellbeing of the Town Centre will be positively welcomed by the Council. Such developments are seen as diversifying customer choice, aiding economic resilience, improving the range of facilities and enhancing competitiveness.
- 4.13 Similarly, Policy EMP SP2 states that development that increases the vitality of the town centre will be encouraged.
- 4.14 The Council's intention to maintain the existing hierarchy of retail centres within the District is set out in Policy RET DM1, which also advises that development proposals that accord with this objective will be permitted, provided that criteria relating to design standards, accessibility by public transport, equal access and crime prevention measures are met.
- 4.15 The Policy does not preclude Class A5 uses, and it is expected that such uses would be treated in a similar way to Class A3 uses. The Policy requires applications for A3 uses to be accompanied by details of the provisions for the extraction of fumes and cooking odours and the provision of areas for the collection of waste.
- 4.16 Policy RET DM1 also states that proposals for Class A1 uses will be permitted along the secondary shopping frontages, as defined on the Policies Map. The policy does not preclude Class A5 uses, and it is expected that such uses would be treated in a similar way to Class A3 uses, which will be permitted provided that:
- The proposal would not create a concentration of non-retail uses to the detriment of the vitality of the town centre;
 - Provision is made for a window display, appropriate to a shop front, which is in keeping with the character of the shopping area; and,
 - There is no detrimental effect on the character or amenities of the area through smell, litter or noise.



- 4.17 In addition, the Council will require evidence that retail units have not been made deliberately unviable, that marketing has been actively conducted for a reasonable period of time, and that alternative retail uses have been fully explored.

Policy Compliance

- 4.18 The Site is located within the defined Town Centre boundary and forms part of a Secondary Shopping Frontage, where retail and food related uses are considered to be suitable in planning policy terms. The Site has been vacant since November 2018 and expressions of interest in response to the marketing activity undertaken have been from Class A5 operators only.
- 4.19 As stated previously, the Site is located within a small parade of three units. The other two units in the parade are in Class A1 use and, therefore, the change of use of the application Site would not result in a concentration of non-retail units. In addition, Class A5 uses currently account for 4.66% of Littlehampton Town Centre's units and the addition of another hot food takeaway operator would not represent a material increase to this proportion.
- 4.20 The proposed amendments to the existing shopfront would retain a window display area on the unit's Arundel Road frontage, as required by local planning policy. This would allow for provision to be made by the occupier for a window display that is appropriate to a shop front and is in keeping with the prevailing character of the Arundel Road Secondary Shopping Frontage.
- 4.21 With regard to the policy requirement to provide details of the provisions for the extraction of fumes and cooking odours, these are included at Appendix 2 to this Statement and shown on the submitted application drawings. In summary, the proposed Class A5 use would utilise a ventilation system, an extract hood with filters, and extraction system to deal with fumes and odours arising from the cooking operation. A wall-mounted condenser unit is proposed on the unit's western elevation, and extract outlets are proposed on the northern and western elevations. A roof-mounted extract flue and fresh air intake pipe are also proposed. The use of anti-vibration mountings and silencers would minimise noise output from the associated plant and equipment.
- 4.22 A Noise and Odour Assessment is currently being undertaken to confirm that the proposed use would not give rise to unacceptable impacts on neighbouring receptors, and the associated report will be submitted in due course.
- 4.23 With regard to provision for waste storage, facilities would be placed in the existing servicing area to the west of the unit and would comprise 2 no. 1,100 litre bins - 1 for general waste, and 1 for recycling. Waste and recycling are both collected on a weekly basis.

- 4.24 As shown in the accompanying 'Health Check' report, Littlehampton contains a range of retail, service and leisure uses. However, there are a number of vacant units (which has increased over the last year), and there is a need to improve footfall at the peripheries of the Town Centre. Therefore, investment in the Town Centre is required to ensure its continued vitality and viability.
- 4.25 The Council's Retail Study (2016) acknowledges the need for a mix of uses to be accommodated within the Town Centre in order to attract and secure investment, and recognises that "*the key to obtaining any town centre investment is flexibility*" (paragraph 4.4). In addition, The Coastal Districts Retail Report (2005) identifies that the provision of service businesses is typically higher in coastal areas. Therefore, an increase in the provision of Class A5 units would align with this observation.
- 4.26 The proposed change of use of the application site would make an important contribution to ensuring that Littlehampton remains a 'healthy', competitive, resilient and vibrant town centre, with a wide variety of retail, service and leisure offers for the local community.
- 4.27 Therefore, in light of the above, it has been demonstrated that the proposed change of use to a Class A5 (hot food takeaway) operator would not jeopardise the function of the Town Centre, but would further enhance its economic resilience and vitality. Accordingly, the proposed change of use is considered to comply with national and local policy seeking to ensure the vitality of town centres.

Promoting Healthy and Safe Communities

National Planning Policy Framework

- 4.28 In the interests of providing the facilities and services the community needs, the NPPF requires local authorities to plan positively for the provision and use of community facilities and other local services to enhance the sustainability of communities (paragraph 92a). The loss of valued facilities and services should be guarded against, particularly where this would reduce the community's ability to meet its day-to-day needs (paragraph 92c). Councils should ensure that established shops, facilities and services are able to develop and modernise, and are retained for the benefit of the community (paragraph 92d).

Policy Compliance

- 4.29 The proposed change of use of the Site would ensure that the local community has access to a range of services, and would guard against the risk of long term vacancy due to the lack of interest shown by Class A1 occupiers. The provision of a Class A5 use in this part of the Town

Centre would help increase footfall and is likely to result in increased interest and investment by other retail operators.

4.30 As discussed above, the requested change of use would assist the resilience of the Town Centre and allow it to adapt to changing market factors in a sustainable way, to the benefit of Littlehampton's residents.

4.31 Therefore, the proposed change of use would comply with national and local planning policies seeking to promote healthy and safe communities.

Promoting Sustainable Transport

National Planning Policy Framework

4.32 Paragraph 102 requires developments to identify and pursue opportunities to promote walking, cycling and public transport use. In addition, local planning authorities should support an appropriate mix of uses across an area to minimise the number and length of journeys needed for shopping, leisure and other activities (paragraph 104a).

Arun Local Plan

4.33 Policy T SP1 states that the Council will support proposals that explain how the development has been designed to:

- Accommodate the efficient delivery of goods and supplies; and
- Give priority to pedestrian and cycle movements and have access to high quality public transport facilities.

4.34 Policy T DM1 requires development proposals to be located within easy access to established public transport service(s), and existing pedestrian and cycle networks that link the site with key destinations.

Policy Compliance

4.35 As discussed in Section 2.0 above, the site is accessible by a range of sustainable transport options. It is well served by public transport services from the bus stops on Arundel Road and Terminus Road, and Littlehampton train station, all of which provide links to a range of local and further afield destinations.

4.36 The site is within a reasonable walking distance from the majority of Littlehampton's built up area and is, therefore, easily accessible for pedestrians. Cycle parking provision is available at Littlehampton train station, which is a 160m walk from the Site.

-
- 4.37 The 'Health Check' submitted in support of the current application specifies that Littlehampton is an easily navigable, well sign-posted town centre, in which visitors are clearly directed to local destinations.
- 4.38 In terms of the delivery of goods and supplies, the Site benefits from an existing service area to the west of the Unit, accessed from Albert Road. The proposed use would be served by 3 no. deliveries per week (2 no. food deliveries and 1 no. drinks deliveries).
- 4.39 As set out in Section 3, takeaway deliveries from the Site would be distributed principally in the afternoons and evenings seven days a week. However, the number of trips is reasonably low and these are likely to be of a short distance to local residents.
- 4.40 In light of the above, the proposal is considered to comply with national and local policies that seek to promote sustainable transport accessibility.

5.0 CONCLUSION

- 5.1 The Site at No. 5 Arundel Road, Littlehampton, comprises a vacant, single storey unit within a small shopping parade towards the western end of Littlehampton Town Centre. The Site was most recently in use as a trophy shop in Class A1 (retail) use. The unit has been vacant since November 2018 and is currently being marketed by the Applicant.
- 5.2 The proposals, the subject of this planning application, are a direct response to the need to secure planning approval that would help ensure the ongoing, active use of the Site. As no expressions of interest have been received, other than from Class A5 (hot food takeaway) operators, the change of use of the unit is required to ensure it can be returned to active use.
- 5.3 Consent for changes to the existing shopfront, the installation of plant and extract outlets and flues is also sought as part of the current application to meet the proposed occupier's operational requirements.
- 5.4 No changes to the existing access arrangements are proposed.
- 5.5 The proposals represent an opportunity to make a valuable contribution to enhancing the variety of offer within Littlehampton Town Centre, increasing footfall at the Town Centre periphery, reducing the number of vacancies, and ensuring its continued vitality and viability.
- 5.6 All key planning considerations have been taken into account in the preparation of the change of use proposals, which comply with national and local Development Plan policies.
- 5.7 In short, these proposals represent the sustainable change of use of the Site, ensuring its continued use in a sustainable, appropriate and efficient manner to provide town centre uses for the benefit of Littlehampton.
- 5.8 In summary, the proposals represent sustainable development that warrants support from the Local Planning Authority.

APPENDIX 1: PROPOSED EXTRACTION SYSTEM AND PLANT DETAILS

Appendix 1: Proposed Extraction System & Plant Details

Introduction

1. The extraction system and plant details provided in this document are submitted in support of a planning application for the change of use from Class A1 (retail) to Class A5 (hot food takeaway) at No. 5 Arundel Road, Littlehampton.
2. Please refer to the suite of drawings submitted with the current planning application in order to understand the relationship between the property and the proposed ventilation system. A schematic drawing of the proposed ventilation system is shown in Figure 1.

Proposed Operation

3. The food products to be sold from the premises are designed to be oven-cooked and, consequently, the only cooking equipment employed would be a conveyor oven. The current model proposed is the gas fired Middleby Marshall PS740G.

System Design Criteria

4. The system is designed to performance criteria set out by the manufacturer of the ovens, Middleby Marshall. The required airflow at the canopy is 2310cfm or 65m³/m. This is achieved by selection of an in-line fan with the appropriate duty to meet these criteria on a site-specific basis. In order to balance environmental conditions in the kitchen, make-up (also referred to as 'supply') air is provided to supply the ovens with combustion air and ventilate the demise while the ovens and extract are running. The fresh air is fed from outside and is distributed around the oven by 4 no. ceiling mounted air supply grilles.

Extract Hood

5. The extract hood would be a stainless steel (grade 304) island canopy with integral stainless steel grease baffle filters. The dimensions of the hood are dictated by the size of the oven and, in the instance of the PS740, would be a maximum of 2.4m x 2m. The size of the hood allows for a 300mm overhang to all sides of the oven unit in order to comply with current gas safety regulations.

External Ductwork and Grills

6. The extraction system is designed to discharge at high levels, the definition of which is generally accepted as being 1m above eaves. This includes the installation of 500mm dia galvanised ductwork to the elevation of the property terminating 1m above eaves level.

7. The system also requires make-up air and this will be provided by way of a 600mm x 600mm anodised aluminium louvre grill mounted on the elevation of the property, as shown in Figure 2.

Filtration and Odour Abatement

8. As mentioned above, the extract hood is fitted with grease baffle filters that are manufactured in stainless steel and are fully washable. It is proposed to install an in-line 'active' carbon filtration system, as shown in Figures 3 and 4. The filtration system comprises a primary (or pre) filter, and the main (or secondary) filter with a maximum dwell time of 0.2 seconds.

Fans

9. The fans specified for use in the proposed extraction installation are Woods Powerbox (see Figure 5). However, the operator may install approved units from alternative manufacturers. When installed, all plant is mounted on anti-vibration mountings in order to isolate them from the structure and double flange flexible connectors are installed between the flue and fan equipment to minimise vibration.
10. The installation is designed to include podded silencers compatible with the fans, which reduce the noise break-out. Product information for the proposed fans and silencers is included in Figure 6. It is intended to install all equipment internally and the acoustic properties of the building envelope means the fans would be further insulated from noise breakout to neighbouring properties.
11. The airflow criteria results in a minimum efflux velocity of 10 metres per second (m/s).

Condensing Unit

12. A condensing unit is required to operate an internal cold store in the unit. The proposed operator uses Glendon for their cold store installation, including the operating plant. The unit specified for installation at the application site is Karbox 2462 and the product information is included in Figure 7. When installed, the condenser plant is fixed externally on wall mounting bracket incorporating anti-vibration mountings.

Maintenance

13. The proposed operator would be provided with a Health and Safety file to be kept on site. The file, amongst other things, provides details on the operation and maintenance of the ventilation equipment. The maintenance requirements are summarised as follows:
 - The grease baffle filters are removable and washable. This can be done at any given time by the operator. The minimum recommended cleaning interval is once a week.

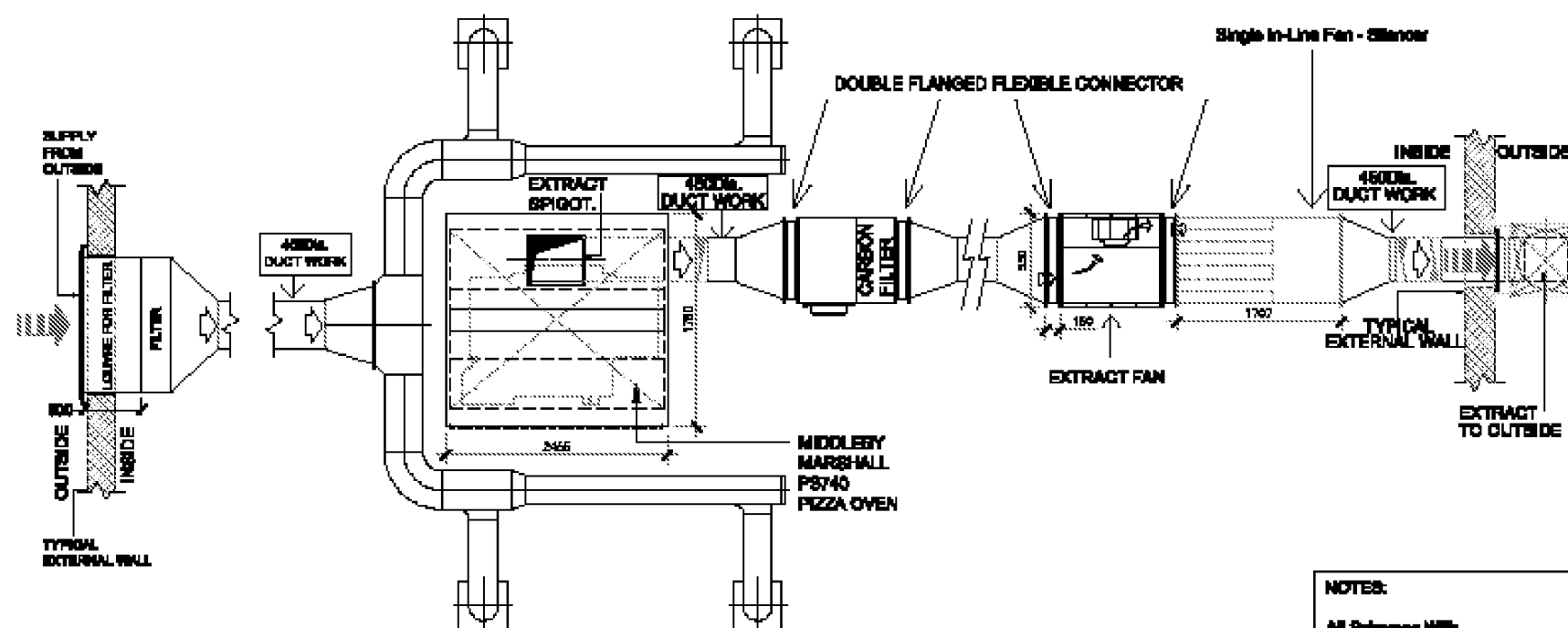
- The filters are changed as per the manufacturer's recommendation and no less than twice a year.
- The fans are to be serviced annually as recommended by the manufacturers.

Figure 1: Proposed Ventilation System Schematic Drawing

SCHEME E

Extract & Passive Supply System (No Noise Or Odour)

Do not scale from this drawing. All contractors must visit the site and be responsible for taking and checking their own dimensions relating to this work. The Copyright of this drawing is retained by SUMMERBELL GREEN and must not be reproduced without prior written permission.



NOTES:

All Schemes With
8kW Entrance Door Heater.
To Pepe Johns Specification.

The Equipment Specified Is Recommended But Alternative
Manufacturers Can Be Used.

The Selection Of The Fan Will Depend On Each Site.
(i.e. Length Of Duct Run Etc)

All Extract Fans To Be Fitted On Anti-Vibration
Mountings.

Figure 2: External Louvre Grills

60mm Weather Louvres

Description

For intake or extract air, the 48° blades are fixed at 60mm centres and have constant integral rain deflection features. Suitable for external mounting and is aesthetically priced.

Construction

Form extruded aluminium sections, frame and blades 1.6mm thick. Mainline mesh mechanically held, fixed as standard with rear galvanneal steel bird mesh screen.

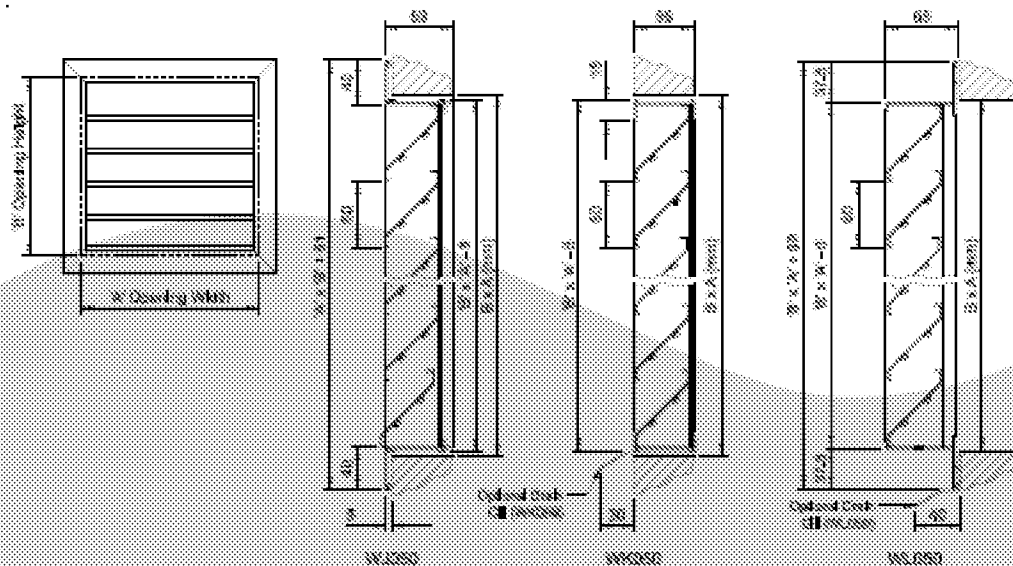
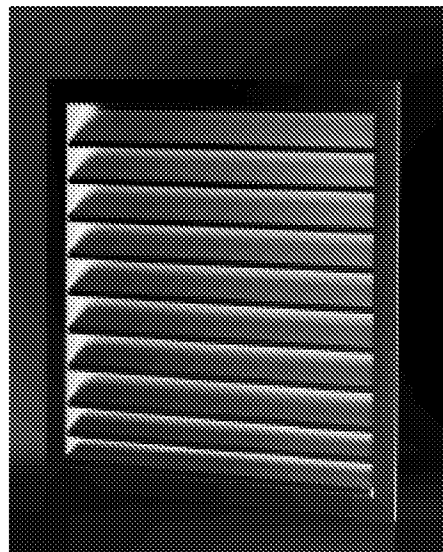
Size and Weight

From 300 x 300 up to 2500 x 1000. Connected rear mullions when width exceeds 1200mm.

Weight approximately 12kg/m².
Free area 48%.

Product Specification

State Quantity, the product code and the size Width x Height
e.g. 10 Qty WJ090-0C 1500 x 1000.



Frame Style	Panel Options	Mesh Options	Accessories
WJ Direct Flange	0 Single Panel	5 Bird Mesh	0 None
WK Recessed Flange		7 Insect Mesh	9 Order CAT
WL Recessed Angle Flange		0 None	

Fixings	Finish
0 None	D RAL Powder
1 Flange Gasket	C RAL 9005 / RAL Colour
4 Rear Flange Lugs	

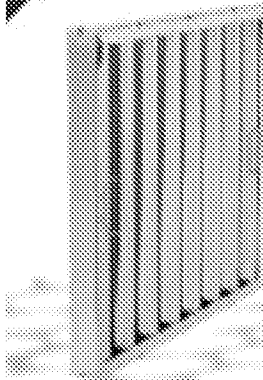
GGK Air Systems Ltd, Worsley Bridge Road, Hadfield, Derbyshire S23 1 4QS. Tel: 01467 861036 Fax: 01467 868010 Email: sales@ggk.co.uk

Figure 3: Hood Baffle Filters



photograph supplied courtesy of K25 Ducting Ltd

Filters For Kitchen Extract

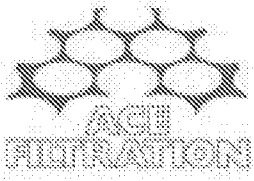


Vorvent Baffle Grease Filter

Baffle filters work very differently to the mesh style filters: rather than collecting the grease within the filter medium, the filters work by forcing the grease laden air to change direction and velocity as it passes through the filter. Because the grease droplets are unable to change direction as quickly, they become separated from the air and are deposited on the baffle blades and drained into drip trays. This method of grease filtration removes any potential risk of spread of fire, should a fire occur on the cooking surface below. Without a grease build up in the filter, there is no increase in the operating resistance allowing a constant airflow to be maintained, reducing energy consumption. The Vorvent is manufactured in stainless steel and, unlike other baffle filters on the market, has aerodynamically profiled baffle blades. This ensures maximum airflow and grease retention whilst creating minimum pressure loss. Handles are fitted as standard to the shortest side, with drain holes in top and bottom leading edge, the filters can be fitted either way up. Five standard sizes are available from stock for next day delivery.

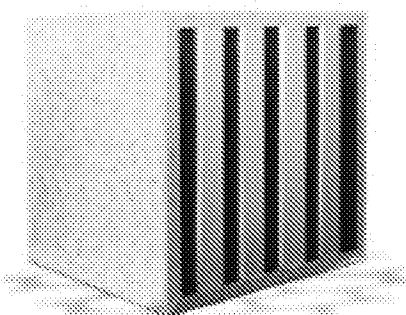
Data Sheet AS111

Figure 4: Active Carbon Filters



Carbon Filters for Odour Removal

Activated carbon has for many years been used to reduce airborne odours and contaminants. Its use has expanded considerably improving conditions in line with environmental awareness. Carbon is commonly used to control extract emissions from kitchens, factories and chemical processes, but is equally effective on supply air odours, improving the air quality for the occupants of buildings located in the vicinity of airports, car parks, sewerage works and rubbish tips.

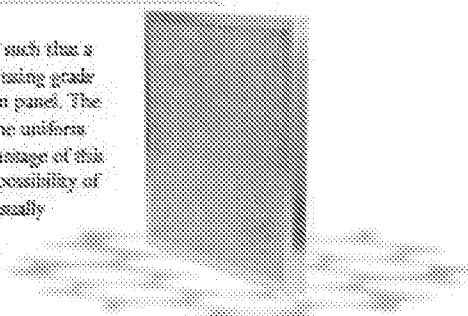


ACE Type ACD

ACE Type ACD carbon units are completely disposable, self contained units. They comprise of chemically bonded carbon panels assembled in a "V" formation and permanently sealed within a galvanised steel casing. Grade 20/2C carbon is used as standard, but special carbon can be provided to suit specific requirements. The filter can be manufactured to any reasonable size to suit existing ductwork or air handling units. Size and carbon weight can also be adjusted to suit existing installations or other units on the market. All ACD units are delivered sealed in polythene to prevent the carbon absorbing contaminants from the atmosphere.

Activated Carbon Panels

There are many applications for carbon filters where the air volume is such that a single carbon panel will be effective. Carbon panels are manufactured using grade 20/2C carbon granules which are chemically bonded to form a uniform panel. The panels have a cloth covering which makes them clean to handle and the uniform panel structure ensures an even air resistance across the face. One advantage of this construction when compared to "loose fill" panels, is that there is no possibility of settlement of the carbon which can create air bypass. The panels are usually fixed with an aluminium frame.



Please Note: Because the adsorption capacity of activated carbon is dependent on a variety of operating conditions, we recommend that you discuss your requirements with your local filter dealer who will be delighted to answer your questions and advise you on the use of carbon filters.


sales@acefiltration.co.uk

www.acefiltration.co.uk
16

Figure 5: Fan Unit Specification Sheet



POWERBOX FANS - ESTOC

FEATURES

- Sizes from 355 to 750 mm diameter
- Air flow up to 5.2 m³/s
- Static pressures up to 1250 Pa
- Speed controlled external rotor motors
- Multiple outlet orientations
- All panels interchangeable to offer flexible outlet position

ELECTRICAL SUPPLY

200-240V/50Hz/1φ

380-420V/50Hz/3φ

TEMPERATURE RANGE

Maximum temperature from +40°C to +70°C (depending on the model)

SIZES

355, 400, 450, 500, 560, 630 and 750

FEATURES AND CONSTRUCTION

The Estoc casing is made from galvanized sheet steel with PardaFon construction and acoustic insulation made from mineral wool 400 is thickness of 20 mm.

IMPELLER

The Estoc has a backward curved centrifugal impellers made of plastic with galvanized steel support plates for those up to 450 mm. Fans with a diameter of 500 mm and larger have high efficiency backward curved centrifugal impellers made of aluminium.

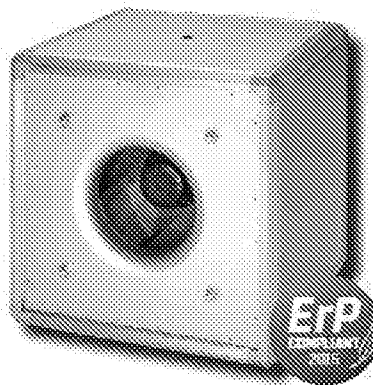
MOTOR

The impellers together with the external rotor motors are dynamically balanced to quality standard ISO 9409 ISO 1940.

SPEED CONTROLLERS

Speed is 100% infinitely variable using auto transformers or inverter control (please see pages 235-257).

NB, Performance reduction in straight through configuration. Please refer to performance curve.



PRODUCT CODE

Estoc 50-355-3

• ESTOC - Product Name

• 50 - Box Size

35, 50 = 500mm; 67 = 670mm;

80 = 800mm; 102 = 1020mm

• 355 = Inlet Diameter size

• 1 = 1φ or 3 = 3φ

ACCESSORIES (Pages 143-253) - CONTROLLERS (Pages 235-257)

The range of accessories include dampers, flexible connectors, service doors, outlet covers, guards, side covering and insulating connectors. A quick reference guide is shown below.



DAMP



SWR



OC



SC



Mounting bracket



Inverter control



Auto Transformer

Figure 6: Fans and Silencers Product Information



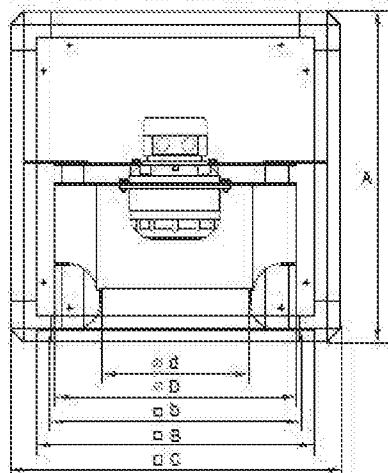
PRODUCT AND ELECTRICAL DETAILS

Product Name	Product Number	Speed (rpm)	Motor Power (kW)	Motor Voltage (V)	Max. Airflow (m³/s)	Max. Static Pressure (Pa)	Max. Sound Power Level (dB)	Max. Sound Pressure Level (dB)	Max. Sound Power Level (dB)	Max. Sound Pressure Level (dB)	Max. Sound Pressure Level (dB)	Max. Sound Pressure Level (dB)
13500 01-000-1	00000001	1200	0.05	230V	0.05	1.0	1.0	1.0	1.0	1.0	1.0	1.0
13500 01-000-2	00000002	1200	0.05	230V	0.05	1.0	1.0	1.0	1.0	1.0	1.0	1.0
13500 01-000-3	00000003	1200	0.05	230V	0.05	1.0	1.0	1.0	1.0	1.0	1.0	1.0
13500 01-000-4	00000004	1200	0.05	230V	0.05	1.0	1.0	1.0	1.0	1.0	1.0	1.0
13500 01-000-5	00000005	1200	0.05	230V	0.05	1.0	1.0	1.0	1.0	1.0	1.0	1.0
13500 01-000-6	00000006	1200	0.05	230V	0.05	1.0	1.0	1.0	1.0	1.0	1.0	1.0
13500 01-000-7	00000007	1200	0.05	230V	0.05	1.0	1.0	1.0	1.0	1.0	1.0	1.0
13500 01-000-8	00000008	1200	0.05	230V	0.05	1.0	1.0	1.0	1.0	1.0	1.0	1.0
13500 01-000-9	00000009	1200	0.05	230V	0.05	1.0	1.0	1.0	1.0	1.0	1.0	1.0
13500 01-000-10	00000010	1200	0.05	230V	0.05	1.0	1.0	1.0	1.0	1.0	1.0	1.0

*Sound power levels are average dBA at 3 metres distance over sphere, under free field conditions and are presented for comparative purposes only. Values shown are those at the mid point of the performance curve.

** For speed controllers, please see pages 231-242. For ErP efficiency ratings and grades, please refer to our Fan Selector for more information.

DRAWING AND DIMENSIONS



Product Name	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z
13500 01-000-1	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
13500 01-000-2	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
13500 01-000-3	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
13500 01-000-4	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
13500 01-000-5	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
13500 01-000-6	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
13500 01-000-7	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
13500 01-000-8	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
13500 01-000-9	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
13500 01-000-10	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100

All dimensions shown in mm

Products in **bold** are available from our UK Distributors on next day delivery, if ordered by 4pm. Please call to confirm availability on 01206 222 555.



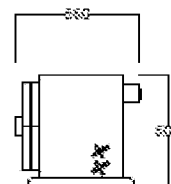
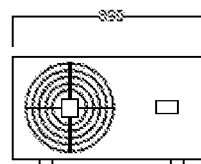
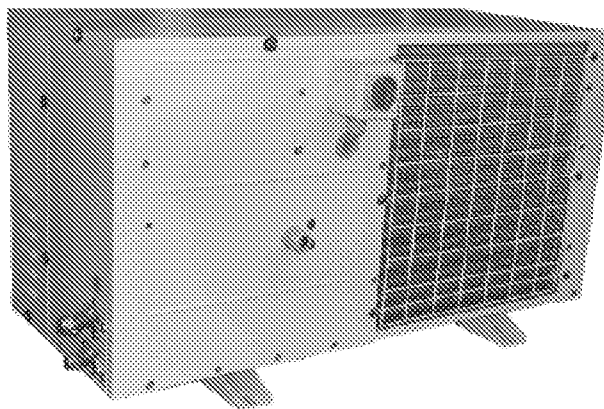
Figure 7: Condensing Unit Details



HOUSED HERMETIC CONDENSING UNIT

Model	Karbox 2464
Compressor	CA32464Z
Duty	
@ -6°C Evaporating	3100 watts*
@ -30°C Evaporating	1125 watts*
Dimensions	
Width	890
Depth	560
Height	500
Connections	
Suction	1/2"
Liquid	3/8"
Voltage	1~ - 220v-240v- 50Hz
Current	
Start	39 amps
Run	10.5 amps
Noise Level	
@ 1 metre	56dBA
@ 5 metre	48dBA
@ 10 metre	34dBA

* based on condensing temperature of 55 °C



Glendon Products Ltd.
Unit 5 St. James Road
Corby
Northants NN18 8AL
Tel: +44 (0)1536400016
Fax: +44 (0)1536266629
www.glendonproducts.com



APPENDIX 2: LITTLEHAMPTON TOWN CENTRE HEALTH CHECK



6 New Bridge Street
London EC4N 6AB

Littlehampton Health Check

Date/Time of Site Visit: **24 April 2019**
Weather Conditions: **Partly Sunny/ Cloudy with a short rain shower**

A) Role of Position in Hierarchy

1. Arun District Council allocates Littlehampton as a main Town Centre in the Arun District Local Plan (2018).
2. The application site is located on a Secondary Shopping Frontage within Littlehampton Town Centre, which provides the following:
 - Shopping – The centre is well-served by comparison retailers particularly small independent traders and a range of charity shops. There are also a number of convenience retailers with several multiple national traders such as Sainsbury's.
 - Services – The town centre provides a good range of services including high street banks, estate agents, hairdressers and beauty salons.
 - Entertainment – There is a wide range of facilities including various cafes, pubs and restaurants.

B) Policy Position of Town Centres

3. Section 9 of the Arun District Local Plan (2018) focuses on retail and the role of town centres. Paragraph 9.1.14 summarises the role of Littlehampton as a town centre and states that Littlehampton offers a range of financial, shopping and leisure services, but asserts that the centre would benefit from new investment to enable a wider range of facilities.
4. Policy RET SP1 in the Local Plan (2018) reflects Paragraph 9.1.14 and states that the Council will positively welcome developments and initiatives aimed at the sustainable economic growth of town centres to diversify customer choice, aid economic resilience and improve the range of facilities and enhance competitiveness.

5. The Arun Retail Study (2016) provides further information on retail provision in Arun and in paragraph 4.4 states that “*retail development on its own is unlikely to attract investment.*” Instead, it is recognised that the best chances of securing significant investment in the District’s Town Centres are likely to involve a mix of uses. Specifically, the report states that “*the key to obtaining any town centre investment is flexibility*” and a narrow focus on Class A1 retail uses could inhibit other developments which would enhance the centres’ vitality and viability.

C) Diversity of Uses

6. DWD has prepared a Town Centre Health Check of the Littlehampton Town Centre Shopping Area. The study separates the diversity of uses in the centre into comparison retail, convenience retail, service retail and vacant units.
7. Littlehampton’s retail offer is summarised below and compared with the national average recorded on 8 April 2019.

Table 1 – Range of Units in Littlehampton in April 2019

Type of Unit	No. of Units in April 2019	Proportion of Units in April 2019 (%)	UK Average in April 2019 (%)	No. of Units in April 2018	Proportion of Units in April 2018 (%)
Convenience	11	5.69	10.02	12	6.22
Comparison	61	31.61	37.31	64	33.16
Service	103	53.37	38.88	104	53.88
Vacant	18	9.33	12.62	13	6.74
Total Units	193	100	100	193	100

8. The diversity of uses in Littlehampton differs slightly to that of the UK average. The percentage total of service units in Littlehampton is higher than the UK average, whilst the percentage of convenience and comparison units is lower than the national average.
9. It should be noted that the Coastal Districts (Arun and Chichester and Worthing Borough Councils) Retail Study Report (September 2005) prepared by DTZ identifies that the provision of service businesses is typically higher in coastal areas, with an average provision of 44%.

10. The vacancy rate in Littlehampton is lower than the UK average at 9.33%, compared to the 12.62% national average.
11. There is a mix of independent and chain retail stores across the town centre. The national retailers including New Look and Boots are largely located along the main High Street and the independent retailers are located within the surrounding streets on Arcade Road, Beach Road and Church Street.
12. Over the last year, the vacancy rate in Littlehampton has increased, demonstrating a need for investment to secure the Town Centre's vitality and viability.

Service Retail Provision

13. The DTZ Retail Study Report considers the majority of coastal district centres to have a below average provision of A3, A4 and A5 uses compared to the national average. The provision of hot food takeaways in Littlehampton is assessed and in paragraph 5.70 states that *"Littlehampton has a...low proportion of A5 outlets (2%)"*.
14. More recently, the Arun Retail Study (2013) found that, although Littlehampton offered a varied mix of services, and the associated Household Survey (2012) confirmed good levels of satisfaction with the choice and quality of service facilities, the level of leisure services provision (particularly food and drink outlets) was below the national average. Specifically, in paragraph 4.37 the Study asserted that this level of provision *"offers scope for increased representation"*.
15. The current range of service retailers is set out in Table 2 below and demonstrates the variety of services on offer to the local community. Take away outlets account for 8.74% of the total number of service retail units, and 4.66% of the total number of units in the Town Centre, which is only a slight increase from the DTZ study and therefore still represents low provision.
16. The outlets are distributed in small clusters across the centre along the High Street, Surrey Street and Beach Road and are largely independent brands with Pizza Hut and Chicken Cottage being the only mainstream take away outlets in the centre. The highest proportion of take away outlets are kebab shops, however the Town Centre also has outlets specialising in Chinese, pizza, Indian and fried chicken.

Table 2 – Service Retail Provision in Littlehampton

Type of Service	Number of Units (April 2019)	Proportion of Units (April 2019 (%))
Café/ Restaurant	27	26.21
Take Away Outlets	9	8.74

Type of Service	Number of Units (April 2019)	Proportion of Units (April 2019 (%))
Hair Dressers	13	12.63
Beauty Salons	5	4.86
Tattooists	4	3.88
Opticians	3	2.91
Estate Agents	5	4.86
Undertakers	4	3.88
Financial/ Citizen Advice Services	11	10.69
Bank	3	2.91
Betting Shops	4	3.88
Rental Services (Car/ Video)	2	1.94
Repair Services	3	2.91
Gym	3	2.91
Laundrette	2	1.94
Doctor/ Dental Surgery	1	0.97
Taxi Services	1	0.97
Catering	1	0.97
Hotel	1	0.97
Travel Agency	1	0.97
Total	103	100

D) Vacant Units

17. There were 18 vacant units in the town centre on the survey date, however several units have planning permission for development and include:
 - 70 High Street – The unit has consent for change of use from a bank (Use Class A2) to mixed use retail (Use Class A1) and office (Use Class B1) with elevational alterations and three residential units above (Ref. LU/220/18/PL).

- 10 – 14 High Street – The three vacant units at this address have planning permission to re-build the existing rear extension (Ref. LU/407/17/PL) which suggests that a proposal for the re-use of the units will be forthcoming.
- 26 – 28 Surrey Street – The unit forms part of the redevelopment of the former Littlehampton Indoor Market at 26 – 30 Surrey Street and has planning approval for a mixed use development with part retail use on the ground floor, 48 flats on the ground and upper floors, and four town houses (Ref. LU/517/04/). The development has largely been built, however the building fronting Surrey Street remains undeveloped. An application to demolish the building and erect a retail unit with flats above was submitted to the Council but refused as the character and appearance was considered to have a harmful impact on the setting of the conservation area and neighbouring listed buildings (Ref. LU/390/17/PL). The Council supported the principle of the development, which suggests that an amended application will be submitted in future.
- Avon Road – A planning application to redevelop the former Waitrose supermarket has been submitted to the Council and proposes the demolition of existing buildings and erection of a mixed use development comprising 83 residential units (Use Class C3) and 158.5sqm GIA flexible retail floor space (Use Class A1/A2/A3/D1) and associated car parking and landscaping. The application is due to be determined on 31 May 2019 (Ref. LU/3/19/PL).
- 5 Arundel Road – The vacant unit is the subject of this application.

18. The remaining vacant units are dispersed across Littlehampton and show no particular pattern.

E) Accessibility and Movement

Car Parking

19. Littlehampton has ample off-street parking within the town centre including St Martin's car park to the east of the Site, and Anchor Springs car park to the south east. The Site itself is served by a dedicated car park that is shared between the three units in the parade.

Public Transport

20. Littlehampton has excellent public transport provision. Bus routes run through the town centre and connect Littlehampton to various nearby settlements including Rustington, Westergate, Bognor Regis and Chichester.

21. In addition, Littlehampton train station is located approximately 40m to the west of the town centre boundary and provides links to London Victoria, Portsmouth and Southsea, Bognor Regis, and Brighton.

22. There are no cycle lanes in the town centre however there is cycle parking provided at Littlehampton Train Station, St Martin's car park and along The High Street.

Accessibility

23. Littlehampton has good road links and is in close proximity to wider road networks, including the A283, A259, A27 and A29.

Pedestrian Access and Movement

24. DWD experienced an easily navigable town centre which was well sign-posted, directing visitors to local destinations. The highest pedestrian flows in the centre are along the pedestrianised High Street leading towards the St Martin's car park. Footfall tailed off significantly to the east of the centre at The Arcade and the southern end of Beach Road.
25. The Council's Household Survey found high levels of satisfaction with the ease of pedestrian movement around the centre.



Map of Littlehampton and directions



Signpost directing to the town centre and local amenities

Perceptions of Safety and Occurrence of Crime

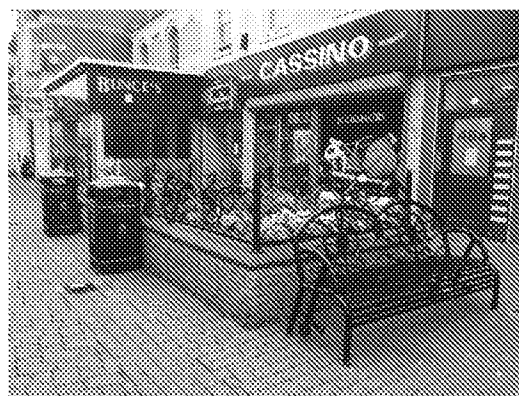
26. Police records from www.ukcrimestats.com show that crime levels are relatively high in the area. The Littlehampton Town area covers the entire designated centre in addition to residential areas on the periphery of the centre. Records for March 2018 to February 2019 show that there were a total of 2,188 crimes reported over the period. The most common crimes reported were anti-social behaviour (665 counts), violent crime (624 counts) and criminal damage & arson (256 counts).

F) Environmental Quality

27. Overall Littlehampton is considered to be clean and well maintained both in terms of the shopping environment and retail premises. The pedestrianised High Street creates a relaxing and pleasant area for shopping, with a good mix of retailers, and benefits from a significant amount of benches, bins and street furniture.
28. The quality of the environment reduces in more peripheral areas of the centre, most notably to the north of the centre at the former Waitrose supermarket. The large unit occupies a prominent position in the centre and reduces the quality of the retail offer. A planning application to demolish the existing building and redevelop the site to provide 83 residential units and 158.5sqm of flexible retail floorspace is currently being considered by the Council. Recent consents for the re-use or redevelopment of vacant units will also serve to enhance the overall quality, and demonstrate the Council's support for improving the variety of retail offer in Littlehampton, thereby securing its ongoing vitality and viability.



Community Notice Board



Attractive landscaping and street furniture

G) Conclusion

29. Overall Littlehampton performs reasonably well against the PPG 'health' indicators, but footfall to the peripheral parts of the Town Centre could be improved. In summary:
 - The current proportion of units occupied by Class A5 uses is low (4.66% of all units) and these are distributed across the central and southern parts of the Town Centre, with lower provision at the western periphery.
 - The centre can be accessed by multiple modes of public transport.
 - The centre provides a significant amount of car parking.

- The pedestrianised retail core provides a pleasant shopping environment.
- High footfall in the retail core, with lower footfall on the peripheries.
- Littlehampton town centre contains a range of retail uses, and a lower vacancy rate than the UK average.
- The vacancy rate has increased over the last year, indicating a need for investment to secure the Town Centre's vitality and viability.
- The centre contains an ample number of multiple comparison retailers for a centre of its size.
- Recent and imminent developments for a range of uses across the town centre indicate it is a viable location for investment and proposals for increasing the variety of retail offer are supported by the Council.